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Hongkong, 1st September, 1910. [143]

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[25]

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All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, DECEMBER 12TH, 1911.

THOUGH barely two months have elapsed since the storm of mutiny broke out in Hankow, the revolution has gathered such momentum that there is no present prospect of anything being able to stay its course, unless—and this is its great peril—it dissipates its vigour in internal dissension and strife.

Except Peking, Tientsin, and Manchuria, every important place in China has submitted to the 'Republican Government': in many cases this 'submission' amounts to nothing more than a favourable neutrality, but even this is sufficient to show the prestige of the new order. Everywhere the old mandarinism is being deposed, but all that is being substituted is a crude martial law, and foreigners may well ask how long this anarchic state of affairs, which is spreading over a wider area every day, is to continue. The commercial world cannot regard the upheaval with a mere academic interest, nor can foreign Governments long be content to look on with folded hands, and excuse themselves from taking any action on the plea that to do so would be interfering with the internal affairs of China.

The state of China matters everything to the foreign nations who have invested millions of money in the country. What of the railways that are mortgaged for? What of the vast sums that have been poured by China on the security of her

Customs revenues? It is a matter of comparatively small importance whether Chinese or Manchus are ultimately successful; it is a matter of supreme importance to foreign trade and foreign interests that the struggle should be brought to an end as soon as possible. Foreign merchants at Hankow have already sustained heavy losses on account of the carnage and destruction that have swept the place. Imagine another struggle like that of the Taiping Rebellion, protracted for a decade or more, and who can assign limits to the harm that would be done to our commercial and financial interests? It is not often in international politics that the dictates of humanity and of interest are the same, but anything that will help to put an end to the present chaos and anarchy in China can only benefit the commercial world. We do not call for the western world to play the part it did in the Taiping Rebellion, and bolster up the effete Manchu dynasty; nor do we urge assistance to the forces of the Republic. We have as little reason for trusting the one as the other; there are no clear issues that would call us to assist either of the contending factions. Past experience of the Manchus shows nothing to evoke sympathy and friendship from the western world, nor can the co-optative monarchy claim even an historical interest. The republicans are a new and untried body, and where they have now deposed the corrupt mandarinism, they have not been able to substitute anything better. We may well occupy a neutral position between two such combatants, and refuse intervention on behalf of either of them; but we cannot look on with indifferent gaze while our own stake—the millions of foreign capital invested in China—is being ruthlessly destroyed.

The worst possible outcome of the present conflict would be for the two combatants to reduce each other to a state of exhaustion, and it is to prevent such an issue that, sooner or later, European intervention may be necessary. We hope circumstances may never arise to necessitate active intervention, and certainly see at present no sign of such an undesirable eventuality. But, without active intervention, there are two postulates to be observed by the governments of Europe if the present anarchy is to be brought to a speedy end. In the first place, they should refrain from adding fuel to the fire by assisting either of the parties—as, for instance, by conniving at the supply of capital to the Imperialists or of arms to the Republicans. In the second place (and this is still more important), they should be prompt to encourage and ratify any settlement that may be possible. If the Manchus are able to weather the storm and retain their hold on the Empire, the time will be ripe for the Powers to extend to them every assistance available—moral, financial, and even active—anything that will secure a firmly established government. If the Republicans carry the day, and really gain a grasp of the reins of government, then let them be speedily recognised as a responsible government, and treated with as such. It may appear cynical to urge "backing the winner" in this way, but the sooner an end is put to the present interregnum the better for everyone, so why should an empty phrase prevent our doing anything that will bring about this result?

The English mail of the 11th November was delivered in London on the 8th inst. Mr. Butt, Holcombe, Walford, Hereford, late of the Hongkong and Shanghai Bank, left personally valued at £27,879.

Firing in the gunlayers' test at Comox, Petty Officer (Second Class) J. Shanahan, of the sloop *Algerine*, from a 4-inch gun made six hits out of six rounds in 34 seconds.

The mission services held at the Roman Catholic Cathedral last Sunday, conducted by the Rev. Father Lynch, the Superior of the Redemptorist Congregation in the Far East, were attended by exceptionally large congregations, many people finding only standing room, and the eloquent addresses given by Father Lynch were listened to with rapt attention. The mission will last the whole week.

A report states that the Brompton Oratory was magnificently decorated for the wedding of Mr. Cameron Gordon, younger son of the late Mr. Frederic Gordon, Bentley Priory, Great Stanmore, and Miss Eileen Margaret Hughes, second daughter of the late Mr. Thomas F. Hughes, Commissioner of Chinese Imperial Customs. The Rev. Father Creswell performed the ceremony, and the bride was given away by her uncle, Mr. Frederic Roberts.

The report of the Bank of Korea for the half-year ended June 30 states that to meet growing requirements the bank made a further call on its capital. Increases were shown in every item of the bank's business, notably in advances, and the directors state that, though a portion has been appropriated to write off the value of the public loan bonds in possession, there remains a profit larger than that of any previous half-year. Dividends at the rate of 6 per cent. per annum have been paid.

Eight cases of diphtheria and three of small pox were reported in the Colony last week.

The employees of the printing establishments in Hongkong are now returning to their employment unconditionally. We expect to issue a full paper to-morrow.

A concert was given at the Seamen's Institute last night by the "Florettes," from H. M. S. *Flora*, by kind permission of Captain C. Corbett, R. N., M. V. O. The hall was crowded and the audience greatly enjoyed the evening's entertainment.

The Medical Officer of the Port of London (Dr. Williams) in his monthly report published on the 14th ult. states that the exportation of Chinese pork has been resumed, 22 carcasses of pigs having arrived in London in October. All were fit for human food.

Dr. Louis Stromeyer Little, M.R.C.S., of The Roughs, Whitehill, Blechnyng, formerly surgeon at the London Hospital and later in charge of the General Hospital at Shanghai, who died on October 4, aged 70, left estate of the gross value of £16,434.

Instances of snatching are still of common occurrence in the Colony. One man who was arrested and brought before the Magistrate yesterday was sentenced to six months' imprisonment and to receive twenty-four strokes with the birch. He snatched a pair of earrings from a woman in the street.

Fleet-Surgeon Patrick Handyside, M. B., serving on the cruiser *Minotaur*, has been appointed to the staff of Vice-Admiral Sir A. L. Winsloe, K. C. B., commanding the China Squadron, under the new conditions. Fleet-Surgeon Handyside has spent over 27 years in the medical branch of the Navy, and attained his present rank in 1899.

The *London Gazette* of 10th ult. states that the King has granted the undermentioned gentlemen his licence to accept and wear the decorations stated against their names, which have been conferred in recognition of valuable services rendered by them (all dated Nov. 9):—Order of the Double Dragon.—Conferred by the Emperor of China.—First Class of the Third Grade: Mr. Thomas Weir, lately Marine Superintendent of the China Merchants' Steam Navigation Company, Shanghai, and Mr. J. A. R. Henderson, Professor of Chemistry and Physics at the Chihli Provincial College, Paoingfu. Fourth Grade: Mr. F. A. Jamieson, Locomotive Superintendent of the Imperial Railways of North China, in recognition of valuable services rendered by him in organising preventive measures on the occasion of the recent outbreak of plague in Manchuria.

**EASTERN EXTENSION TELEGRAPH COMPANY (LIMITED).**

**THE CHINESE TELEGRAPH SERVICE.**

The 76th Half-Yearly Ordinary General Meeting was held recently at Electra House, Finestry-pavement, Sir John Wolff Barry, K.C.B., presiding.

The General Manager and Secretary (Mr. F. E. Hesse) having read the notice calling the meeting and other formal business having been disposed of.

The Chairman stated that the gross receipts for the half-year ended June 30 amounted in round figures to £329,000, showing a decrease on those for the corresponding period of 1910 of £15,000, which was not surprising seeing that in the first half of last year there was an increase of £54,000 due to a large measure, to the rubber boom, which was then at its height. The reduction during the past half-year was almost entirely in the Straits region, where the principal rubber estates were situated, the other portions of their system showing increases. The working and other expenses amounted in round figures to £1,100,000 against £1,052,000 in the corresponding period of 1910. The net profit for the half-year was, roundly, £149,000, and after adding £27,000 brought forward from the previous half-year, there remained an available balance of £2,520,000, or at the rate of 5 per cent. per annum, had been paid for the past half-year, and £50,000 had been transferred to the general reserve fund, leaving a balance to be carried forward of £51,698.

When addressing the shareholders a year ago he referred to a proposal submitted by the British Postmaster-General to the various cable companies interested for the introduction of a reduced rate for deferred telegrams in plain language, and he explained that their associated companies had agreed to the proposal in principle, leaving the necessary details to be worked out. Since then the proposal had taken definite shape, and been considered by the various Governments concerned, and it was expected that the British Postmaster-General would soon be in a position to make an official announcement on the subject.

The shareholders would doubtless have gathered from the newspaper references to the revolution in China that the Chinese telegraph service had been seriously affected by the disturbances. As a matter of fact, most of the land lines in the north of China had been and were still interrupted, and confusion was reported to prevail throughout the whole Chinese telegraph service. Their cables to the Treaty Ports and the land lines worked by this company and the Great Northern Company between Peking, Tientsin, and Taku continued to carry the international traffic to the satisfaction of all parties. The situation had naturally been one of anxiety, not altogether free from danger in some places, to their staff, who were able and valiantly carrying out their duties under trying circumstances. He concluded by proposing the adoption of the report and accounts.

The Marquis of Tweeddale, K.T., seconded the motion, which was carried unanimously without discussion.

The meeting closed with a hearty vote of thanks to the chairman, the directors, and the staff.

## TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE REVOLUTION.

## SERIOUS INCIDENT IN MANCHURIA.

Tokyo, December 11th.

A recent incident at Liaoyang, when a Japanese officer, while drilling troops, was accidentally shot by revolutionaries, may develop seriously. It is stated that Japan would not take action if the incident had occurred within the war area, but as it happened in Manchuria it cannot be ignored.

[THROUGH REUTER'S AGENCY.]

## THE END APPROACHING.

London, December 11th.

Reuter's correspondent at Peking states that Tang Shao Yi has started for Wushang with full powers to negotiate with the revolutionaries. The Government is confident that the rebels will accept a limited monarchy, but they are prepared to compromise.

The Foreign Legations believe that the end of the rebellion is approaching.

[THROUGH REUTER'S AGENCY.]

## ANGLO-AUSTRALIAN CRICKET.

London, December 11th.

The match between the Marylebone team and an Australian XI. was continued in Brisbane in hot weather and before a moderate attendance. The wicket was good. The Australians reached 347, Crawford scoring 110 by vigorous batting in 110 minutes. The Marylebone team lost four wickets for 279. The match was drawn.

## REFORM IN INDIA.

London, December 11th.

The Delhi correspondent of the *Daily Mail* states that H. M. King George will announce at the Durbar on Tuesday an administrative reform affecting the whole of India, thus giving his visit an importance altogether unequalled. The reform will include the granting of higher commissions to native officers.

## THE NAVY ESTIMATES.

London, December 11th.

The *Daily News* states that a reduction of from two to four millions is expected in the coming Navy Estimates, though everything depends on Germany's programme. It is anticipated, however, that the German Navy Law will remain unaltered, owing to the increased taxation involved in a revision.

## GROWING TRADE OF THE PHILIPPINE ISLANDS.

In a Consular report on the trade and commerce of the Philippine Islands in 1910 Mr. Packer Smith, the H.B.M.'s Acting Vice-Consul, states that the total trade amounted to £18,822,463, of which £10,358,200 represented imports and £8,464,263 exports. These figures are by far the largest experienced in the history of the islands, and fully demonstrate the stimulating effect which free trade with the United States has had. Trade with the United Kingdom showed a total of £2,799,559, of which £1,347,034 represented imports and £1,452,525 exports. Imports from the United Kingdom amounted to £212,196 more than in 1909. In position she became third, ceding her former place to Indo-China. The cause was increased importations of rice.

## WEATHER REPORT.

On the 11th at 11.55 a.m.—The barometer has risen moderately over Formosa and Luzon, and fallen slightly over the Loochoos and the Bonins.

The typhoon lying to the Eastward of the Balingiang Channel yesterday has moved Eastward.

The anti-cyclonic area remains over N. China, and pressure is still low over the Pacific to the N.E. of Japan. Strong monsoon will continue to prevail over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at 10 a.m. to-day is as follows:—

**FORECAST DISTRICT.**

Hongkong & Neighbourhood ... N. winds, fresh to moderate; fair.

Formosa Channel ... N.E. winds, strong.

South coast of China between Hongkong and Lamooka ... Same as No. 1.

South coast of China between Hongkong and Hainan ... Same as No. 1.

E. and S.E. winds, moderate or light; fair. S.E. winds, light.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE DURBAR.

London, December 15th.

Delhi telegrams state that Their Majesties attended a great open-air Church parade on Sunday. They were seated on a dais under a canopy facing a temporary altar. Six bishops officiated, the music being rendered by massed bands and a military choir.

The King and Queen received great ovations both going to and coming from the service.

## TERRIBLE COLLIERY DISASTER IN AMERICA.

London, December 11th.

At Knoxville, Tennessee, 207 men are entombed in dust through an explosion in a colliery. So far only three have been brought out alive. The rescuers are impeded by the flames.

## CAPE TO CAIRO RAILWAY.

London, December 11th.

Sir Harry Johnston has written to the *Times* expressing a hope that some future rearrangement will be made in the Anglo-German boundaries in Africa, enabling the completion of the Cape to Cairo railway, by the cession to Great Britain of a small area between the north end of Lake Tanganyika and Uganda.

## THE BUDGET ESTIMATES.

London, December 11th.

A Memorandum signed by 244 Liberal and Conservative members of the House of Commons, in favour of the appointment of a standing committee on Estimates, has been prepared for presentation to the Prime Minister. It is claimed that such a committee, being able to review current expenditure, would achieve complete control over expenditure by the House.

## SULTAN OF ZANZIBAR.

London, December 11th.

Seyyid Khalifa, a cousin of the ex-Sultan, who has abdicated, has been proclaimed Sultan of Zanzibar.

## A BRITISH POSTAL STRIKE AVERTED.

London, December 11th.

A mass meeting of postal employees in Birmingham has declared satisfaction at the Government's concessions, which have averted the danger of a Christmas strike.

## FRENCH RAILWAY ACCIDENT.

London, December 11th.

Four people have been killed and a number injured in a railway collision at the Nord station in Paris.

## OBITUARY.

London, December 11th.

The death has occurred of Ernest Benzon, the famous Jubilee plunger of 1887, at a home in Geneva, where he has been confined for two years.

## OIL v. COAL.

INTERESTING EXPERIMENTS ON A C.P.R. LINE.

An important series of experiments as to the comparative values of coal and oil as fuel for steamers has just been completed by the Canadian Pacific Railway, and Capt. J. W. Tramp, the manager of the British Columbia coast service of this company, in issuing a report giving the results of the experiments, says that they indicate clearly a decided advantage in the use of oil.

The first vessel to be equipped was the *Princess May*, which in former years, when burning coal was unable to make the desired speed at all times. This was essential where speed was such an important factor, and this advantage has now been gained by the use of oil fuel. It is found that she can maintain an average speed with two boilers just about equal to what she had before with three boilers burning coal.

"One of the great advantages in the use of oil," continues Capt. Tramp, "is the steady steam throughout the watch, and, in fact, from day to day. With coal it is up and down, the operation of the fueling crew has an injurious effect on the boilers, while with oil there is no cleaning of fires, and the temperature remains the same at all times."

Another great advantage in the use of oil is its cleanliness and the great saving in labour. No coal-trimmers are required, no gangs of men to put the coal on board or the ashes overboard; the number of firemen is very much reduced, and their work is now comparatively easy. The decks are not covered with cinders and smut, and the time required for taking fuel on board each day is more than cut in two.

The company has constructed a large tank in Vancouver, with a capacity of 55,000 barrels of oil. There has been placed near the wharf another tank of 1,000 barrels. The oil is transferred from the large tank to the smaller one by means of a steam pump, and from the smaller one direct to the vessel's tanks by an electric driven pump of sufficient capacity to deliver about 1,400 barrels an hour on board.

It is added that there is little doubt that the greater number of the company's vessels on the coast will soon be fitted for this fuel.

## INTIMATIONS

## RINGWORM WITH LOSS OF HAIR CURED

Almost Impossible to Describe State Head Was In. Raw from Using Unsuitable Ointments. Thought Hair Would Never Grow Again.

Used Cuticura Remedies. Hair Now Thick and Full of New Growth.



"I feel it my duty to let you know that Cuticura Ointment and Cuticura Resolvent cured my little ringworm. My head had been troubled with this terrible disease for over twelve months, during which time I tried many remedies without result. In fact, some were so powerful that they even burned my head and made it worse. I also consulted a skin hospital. It is almost impossible to describe the state my head was in. For it was a mass of the crusts. There was one place as large as a four-shilling piece without hair and it remained like that for a year. I quite thought my hair would never grow again. Having heard a great deal about Cuticura Ointment, I got a tin of it and also a bottle of Cuticura Resolvent. After using the two for a week I saw an improvement. After using the three for about three months my scalp was completely cured. I had had to cut my hair in great patches before I used the Cuticura Remedies, but after a short treatment with them, the hair began to grow, now it is thick and full of new growth. I only wish I had tried them at first, as they would have saved me a lot of suffering, for my head was raw through using unsuitable ointments." (Signed) Mrs. T. Ward, 177, Markby Rd., Winton Green, Birmingham, England, May 21, 1910.

Cuticura Remedies are sold throughout the world. Depot: London, 27, Chancery Lane, W.C.2. Agents: U. S. A., Potter Drug & Chem. Corp., 200, Nassau St., New York. Cuticura Book on the best care and treatment of skin and scalp.

**Chas. J. Gaupp  
& Co.**

Have Just Received a New

Selection of Goods from

**MAPPIN & WEBB,**

LONDON.

Comprising:—

SILVER CUPS,

PRESENTATION PLATE,

TEA SERVICES,

Ac., Ac.

PRINCES PLATE,

TABLE WARE,

OUTLERY,

FISH KNIVES and FORKS,

DRESSING CASES with

SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLETS

RAZORS,

[256]



**PINCE NEZ and  
SPECTACLES**

Accurately Fitted to Each

Individual's Face.

Our Stock is Complete, Assorted

Varied, in all Metals.

Lenses Ground on the Premises.

**CLARK & CO.**  
SCIENTIFIC OPTICIANS  
WORK BLOCS, CHATER RD  
HONGKONG

[128]



## THE REVOLUTION.

### THE EMPRESS'S EDICT.

The edict issued by the Empress Dowager, on the 14th inst. was signed by all the members of the Cabinet and sealed by the Prince Regent. According to a Peking telegram in the N. C. Daily News, the Edict states that the Regent has verbally memorialized the Empress Dowager saying that he had held the Regency for three years, but his administration was unpopular. The constitutional government was not consummated and thus complications arose.

The people's hearts were broken; the country was in a state of turmoil and hence one man's mismanagement had caused the nation to suffer miserably. The author's regrets and repentance were already too late and if he continued in power his commands would be soon disregarded. He wept and pleaded to be allowed to resign the Regency, expressing his earnest intention to abstain from further participation in politics.

"I, Empress Dowager, living within the palace, am ignorant of the state of affairs. But I do know that rebellion exists and fighting continues, causing disaster everywhere, while the emperor, who is a friendly nation suffers and find a remedy.

"The Regent, honest, though ambitious and unskilled in politics, being misled, has harmed the people. Therefore his resignation is accepted. The Regent's seal is cancelled. Let the Regent receive Tls. 50,000 annually from the Imperial Household allowances. Hereafter the Premier and Cabinet shall control appointments and the administration. Edicts shall be sealed with the Emperor's seal. I will lead the Emperor to conduct audiences.

"The guardianship of the holy person of the Emperor, who is of tender age, shall be a special responsibility. Hsu Shi-chang and Hsih Hsu are appointed, therefore, Grand Guardians of the Emperor.

"As the time is critical, princes and nobles must observe this. The Imperial Family, rulers and ministers who have undertaken great responsibility must be loyal and help the country and people, who now must realize that the Court does not object to surrender the power vested in the throne. Let the people preserve order and continue business and thus prevent the country's disruption and restore prosperity.

### THE SZECHUAN MURDERS.

The *Avenir du Tonkin* publishes details regarding the reported murders of the Frenchmen in Szechuan, according to which there is still a hope that all except Pere Castanet may have escaped. Of the fate of the latter there is no doubt. The circumstances of his death are, that at the time he was attacked by brigands he was riding in the mountains. When they attacked him they first delivered a volley of stones, the danger from which was so great that the deceased deemed it advisable to leave his steed and make his way forward on foot. For seven kilometres Pere Castanet fled, but then his powers of endurance, weakened by age, gave out. He was overtaken by the robbers, and fell under their swords.

News of the other party for whom fears were entertained was conveyed to Yunnan by the cook of Dr. Legendre. Dr. Legendre was travelling with Capt. Noirret and Lieut. Desjardis, and at the time of these occurrences was in a part of Szechuan overrun by bandits. The bandits attacked the party, and succeeded in wounding Dr. Legendre and Lieut. Desjardis, the former in the right hand and the latter on the head. The disparity in numbers offered no chance to the foreigners to resist, and accordingly they made for a village. To them the inhabitants opened their gates, and once inside they closed them against the bandits. In pursuit of the two men, one of the local officials was himself killed by the bandits. It was hoped that the two Frenchmen have received sufficient assistance from the inhabitants of the village to enable them to escape finally from the bandits, but no more is known beyond the fact that at that time they did find a refuge there.

In regard to Captain Noirret it is thought that he may have been able to make for Chengtu, and as far as is known he is in safety.

Mgr. de Guébriant, to whom the news of the outrages was communicated, wished to leave Yunnan at once for his apostolic curatship, but the authorities detained him. It was reported that there had been fire and blood. The episcopal see had been sacked and burnt, eight Christians had been massacred, and fifteen put in chains.

### A MEETING AT SHANGHAI.

A meeting was convened last week at Chang Su-ho's Garden for the purpose of discussing the appointment of a Provisional Government. The proceedings lasted the best part of the day. It was expected that the name of the Chinese Republic would be announced, but we understand that the different factions have not so far been able to arrive at any agreement on this important office. Meanwhile, says the N. C. Daily News, it would appear to have been agreed that General Huang Hsing is to be Generalissimo of the forces of the Republic; General Li Cheng, formerly Governor of Soochow, to be Governor at Nanking; General Chen, Military Governor at Shanghai; Mr. Chu Pao-sun to be Finance Minister, and of course Dr. Wu Ting-fang, Foreign Minister. The inconsistency of the appointment of a Provisional Government in Shanghai while another is sitting in Wuchang and delegates are reported to be meeting there to discuss the form that the new republic shall take, our contemporary says is explained by the local party on the ground that since the capture of Hanyang Wuchang is in a precarious position, and the rendezvous must accordingly be changed.

According to the native papers Nanking is to be the seat of the Central Provisional Government.

A meeting for confirmation will be held at Nanking, it is reported, in a few days, after which the "North Punitive Expedition" and the Wuchang Relief Force will be put under the sole command of General Huang.

### ATTACK ON GERMAN FIRMS.

Premises at Changsha dated December 1, state that the intense anti-German feeling there culminated in an attempt on the part of a mob to burn the warehouses of Messrs. Arnhold, Karberg & Co. The revolutionary soldiers succeeded in preventing the destruction of the premises.

Factional differences are increasing and the military demand political power. All the women and children and most other foreigners have left. A regiment of regulars and 3,000 Imperialists arrested a German on a direction of Shashi, where they propose to oppose the Manchu garrison.

### ARREST OF A GERMAN.

Reports received from Hankow by telegraph state that on the evening of December 3, the Imperialist, starstruck a German on a charge of espionage and handed him over to his Consul, who promises to deport him.

**THE PROVISIONAL GOVERNMENT.**  
It is stated that representatives of eight provinces announce that at a meeting at Wuchang a draft was completed of the articles of federation of the United States of China. They expect to get Yuan Shih-kai's consent to his election as first President.

### MARINE COURT.

#### THE "SHUI ON" PIRACY.

The Marine Court yesterday held an inquiry into the circumstances attending the piracy of the steamer "Shui On," in the West River on November 23rd last. The members of the Court were Commander Beekwith, R.N., Lieut. Stainer, H.M.S. "Tamar," Captain R. D. Thomas, S.A. "Kinshau," Captain J. Jones, S.A. "San U," and Capt. E. Forsyth, S.A. "Hinchow."

Robert Alexander Johnson, master of the steamer "Shui On," said he had been in charge of the ship for about two and a half years. He had two pilots, Chinese, both of whom he considered reliable men. At about 7 o'clock on the evening of the occurrence, the chief officer reported to him that the ship was aground at Stanch Island spit (San Kok Sha Tau). The No. 1 pilot, Wong Sam Van, was on the bridge. Witness went out on deck from his cabin and examined the position of the ship, and whilst doing so a number of sampan came alongside on the starboard side, firing heavily into the ship with rifles and revolvers. The pilot, the quartermaster, and one or two of the Chinese crew deserted their posts, and ran for shelter from the hail of shot. Both he and the chief officer ran to the port side of the wheelhouse to shelter from the heavy firing. Witness broke into his cabin from the port side, seized his Winchester repeating rifle, and loaded it with two rounds, that being all he could find in his hurry. The chief officer meanwhile faced the firing with a revolver in his hand. Witness fired his rifle at the pirates, and then saw a number of them coming up the companion-way, firing as they ascended. There must have been twenty of them. Witness, having no more ammunition, then went away from the bridge, over which the pirates ploed a guard. During the robbery, two of the pirates went down to the engine-room and, at the point of the revolver, forbade anyone to move the engines. When witness returned to the bridge about forty minutes later, the pirates had gone. He could not find the chief officer anywhere, so he sent his servant, Mok Tsung, to look for him. He returned in a few minutes with the news that he had found the chief officer lying dead on the deck amidstships. He had the body placed in the messroom. The ship was got off the bank at 12.30 a.m. on the 24th and proceeded to Kowloon, where she arrived at 3.27. Witness reported the whole affair to the Customs officials, and at 4 p.m. left for Hongkong via the Capsularian Pass. He hoisted the police flag and made for the man-of-war anchorage. He estimated the total loss at \$10,000.

Under cross-examination, witness said the pirates were disguised by having bands over their heads and shoulders. The two pilots had since been discharged as the owners considered them "bad joes." He did not think the ship carried more money and passengers than usual. Evidence was also given by the chief engineer and the boatswain.

The Court found that the British steamer "Shui On" left Kowloon at 6 p.m. on November 23rd for Hongkong. At 7.10 p.m. she took the ground on Spit north east of Stanch Island and remained aground until midnight, when she floated off and continued her voyage to Hongkong; that about five minutes after she took the ground a number of Chinese pirates attacked the ship, firing heavy volleys at the European quarters, situated on the upper deck. The chief officer fought the pirates gallantly, and remained at his post until he fell mortally wounded in the stomach and was found dead near the central companion-way, with his revolver empty. The ship was ransacked and valuables to the amount of \$10,000 stolen.

### THE P. & O. COMPANY.

At the 71st Ordinary General Meeting of the Peninsular and Oriental Steam Navigation Company, to be held on the 12th December, the Directors, after providing for the usual dividend at the rate of 5 per cent. per annum on the Preferred Stock, will recommend a dividend on the Deferred Stock of 6½ per cent. for the six months, and a Bonus of 3 per cent., making, with the Interim Dividend of 3½ per cent. paid in May, a distribution on the Deferred Stock of 13 per cent. for the year, or a total distribution of 9 per cent. on the paid-up capital.

### MINING POSSIBILITIES IN CHINA.

A United States consular report says the mining industry in Southern China may be said to be only in its infancy. With the exception of the Kweichow tin mines in Yunnan, the proprietors of which have in the last few years imported foreign ore-dressing and smelting machinery from Germany to the value of nearly a million dollars, little modern machinery is employed in the mines of this district. Although the richest district in China in mineral deposits, the Canton consular district is perhaps the most backward of all the districts of the Empire in the proper development of its mines. In the fine tin, iron, copper, gold and silver deposits of the district there are great possibilities.

### SUPREME COURT.

Monday, December 11th.

In Summary Jurisdiction.

Before His Honour Mr. H. H. J. GOMPERTZ (Puisne Judge).

Messrs. Shewan, Tomes and Co. brought an action against Mohideen and Co., jewelers, to recover the sum of \$9,122, being the price of an electric forge, insurance on, and storage of the furnace and cost of cables in connection with the transaction. The case for the plaintiffs was that in March last, a man named Marican, who represented himself as Mohideen's agent, called at the machinery department of the plaintiff firm and made inquiries about an electric forge. In consequence of his visit, the firm wrote to London asking for the price and particulars of a forge. Marican made further calls, and the direct consequence was that the plaintiffs ordered the forge on behalf of the defendants, naturally concluding that the order came from them through their representative. Several letters concerning the order were sent by the plaintiffs to Mohideen and Co., who did not repudiate the order or even acknowledge the letters. Marican had agreed to pay a deposit on the forge, but as no deposit was forthcoming on the 16th July, a representative of the plaintiffs was sent over to Mohideen, but found that Mr. Mohideen was out. A few days after, Mr. Carrol, second in charge of the plaintiff firm's machinery department, paid a visit to the defendant's shop. Mohideen told him he would get a deposit by the 5th August. He displayed no surprise at the request for a deposit, but appeared to know all about it. The deposit was not paid, and after several further letters had been sent to the defendant firm, the plaintiffs wrote them that unless the amount was paid before the 6th October, they would place the matter in the hands of their solicitors. On the 6th October, Shewan, Tomes and Co. received a letter from Mohideen and Co., repudiating the contract, stating that they were not in any way concerned with the order for an electric forge, and that they understood that it was ordered by Mr. Marican, who was then in Singapore.

In reply to the letter, the plaintiffs stated that not only was the order given by Mr. Marican as the defendant's representative, but the firm accepted the responsibility, and that they must be held to their contract.

The defence was a denial of the facts alleged. Mr. Potter (instructed by Mr. J. Scott Harston) appeared for the plaintiffs, and Mr. M. W. Slade K. C. (instructed by defendants).

Mr. Potter in outlining his case stated that it would be proved that Mohideen and Marican had very intimate business relations, so much so that one would almost be driven to the conclusion that they were business partners. He would endeavour to prove that Mohideen had been in the habit of giving very large sums of money to Marican to be expended, in his business, and that he had borrowed money from other people in order to pay it over to Mr. Marican. If Mohideen was so intimately connected with Marican as to borrow money for him, there would be nothing extraordinary in Mohideen allowing Marican to pledge his credit.

Mr. Slade—Even supposing Mohideen had been the most intimate friend Marican ever had? Surely that is hardly relevant.

Mr. Potter—Assuming that this case was being tried before a jury, this evidence would be admissible. It is evidence that proves that Mohideen was financing Marican.

His Honour—He may have been financing him on this occasion, but that does not make him out his agent.

After evidence had been heard, His Honour entered judgment for the plaintiffs for \$701.72 and costs.

### AN AID TO DIGESTION.

That heavy feeling after the principal meal of the day is quickly dispelled by FRANKLINS' ideal after-dinner pill. They regulate the liver, cure constipation. Of Chemists for 60 cents, or post free, from The Dr. Williams' Medicine Co., 84, Soochow Road, Shanghai.

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PUBLISHED DAILY.  
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### ON SALE.

**THE FIFTY YEARS**  
**ANGLO-CHINESE CALENDAR**  
日曆英中年十五  
FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1912, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE.

### PRICE \$2 CASE.

On Sale at the HONGKONG DAILY PRESS OFFICE or Agents in all the Ports of the Far East.  
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

### NOTICES TO CONSIGNEES.

#### "GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND SINGAPORE.

**THE Steamship**

"GLENROY,"  
Captain H. W. L. Holman, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 14th inst., at 10 A.M. All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.  
Hongkong, 9th December, 1911. [1409]

**SOCIETA NAZIONALE DI SERVIZI MARITIMI.**

#### NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

**THE Steamship**

"ISCHIA."

having arrived from the above port, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 18th inst., or they will not be recognized. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M. No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.  
Hongkong, 9th December, 1911. [4]

#### "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "ATHOLL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holy Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th prox., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 5th December, 1911. [1331]

#### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. "Mooltan,"  
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.  
Hongkong, 7th December, 1911. [1]

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

#### NOTICE TO CONSIGNEES.

THE Steamship

"CEYLON,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M. All Claims must reach us before the 15th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

GLOF WILK & CO. CHINA AGENCIES  
AKTIEBOLAG, Agents.  
Hongkong, 5th December, 1911. [1248]

### SHANGHAI SHARE QUOTATIONS

ON 30TH NOVEMBER, 1911.

[J. F. DUBET & Co.'s List.]

COMPANY. PAID UP. QUOTATION.

Bank—

Hongkong & Shanghai

Insurance—

Union Society C'n

North-China

Yangtze Anson

Canton

Hongkong Fire

China Fire

Shipping—

Indo-China

Shell Trans. (ord)

S. & T. Trading (ord)

S'hai Tag & (ord)

Lighter (ord)

Kochien Transportation

& Tow-Boat

Docks & Wharves—

Shai Dock & Eng.

H. & W. Dock

S. & H'kow Wharf

H. K'loon W. & G.

Yangtze

Mining—

Rail Australian

Chinese Eng. & Min.

Land—

Shai Investment

H'kong Investment

Humpreys Estate

Weihsien

China

Anglo-French

Plantations—

Alma Estates, Ltd.

Ayer-Tanah Rubber

Pation Co., Ltd.

Chemopack

Dominion Rubbers

Kalumpang Rubber

K. J. & P. Rubber, Ltd.

Sonawang Rubber

Shanghai-Sumatra

Tobacco

T. R. & T. Estate Co.

Cottons, etc.—

Ewo

International

Loon Kung Mow

Soy Chees

Shanghai Cotton

Industrial—

Alma Cement

The Works

Anglo-Cor. Brewery

China Flour Mill

China Im. & Ex.

Lumber

C. Sugar Refining

Green's, Cement

Measchappij, &c.

In Langkat

Major Brothers

Scholar's Oil & Bone

Mills, Ltd.

Shanghai Electric

Construction

Shanghai Electric

Asbestos

Shanghai Gas

Shanghai Gas

Shanghai Gas

Shai Pulp & Paper

Shai Waterworks

Stores—

Hall & Holtz

J. Llewellyn

A. S. Watson & Co.

Central Ordinary







## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP VIA SINGAPORE, PENANG, CMB.	PALAWAN	15th Dec.	Freight and Passage.
PORT SAID AND ALEXANDRIA	Capt. E. E. Pool	4 P.M.	
SHANGHAI, MOJI, KOB.	NORE	About	Freight and Passage.
AND YOKOHAMA	G. Philipps	15th Dec.	
SHANGHAI	DEVANHA	21st Dec.	Freight and Passage.
	Capt. W. R. H. Kay		

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 12th December, 1911.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
NINGPO, WEIHAWEI & CHEFOO	"TIENTSIN"	Tuesday 12th Dec., 3 P.M.
MANILA, CEBU & ILOILO	"KUEICHO"	Tuesday 12th Dec., 4 P.M.
SHANGHAI	"SINGAN"	Thursday 14th Dec., 11 A.M.
SHANGHAI	"CHENAN"	Thursday 14th Dec., 4 P.M.
MANILA, CEBU & ILOILO	"LINAN"	Saturday 16th Dec., Midnight
SHANGHAI	"TEAN"	Tuesday 19th Dec., 4 P.M.
SHANGHAI	"CHI HUA"	Thursday 21st Dec., 4 P.M.
SHANGHAI	"ANHUI"	Saturday 23rd Dec., Midnight

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "FAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$5.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, AGENTS. 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British

Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

UTWARD.

HOMEWARD.

For SHANGHAI, KOB. &amp; YOKOHAMA:

S.S. SEGOVIA	18th Dec.
S.S. SILESIA	1st Jan.
S.S. AMBRIA	10th Jan.
S.S. GOLDENFELS	21st Jan.
S.S. PREUSSEN	6th Feb.

For Further Particulars, apply to—

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. SITHONIA	15th Dec.
For MARSEILLES, HAVRE & HAMBURG:	S.S. ANDALUSIA	18th Dec.
For HAVRE & HAMBURG:	S.S. SCANDIA	20th Dec.
For ROTTERDAM & HAMBURG:	S.S. BR SILLA	30th Jan.
For HAVRE & HAMBURG:	S.S. DORTMUND	6th Jan.
For HAVRE & HAMBURG:	S.S. EGROVIA	17th Jan.
For MARSEILLES, HAVRE & HAMBURG:	S. LIBERIA	20th Jan.
For HAVRE, BREMEN & HAMBURG:	S.S. SILESIA	8th Feb.

HAMBURG-AMERIKA LINIE,

Hongkong Office,

Hongkong, 4th December, 1911.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAI VIA SWATOW	"CHOYSANG"	Wednesday 13th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednesday 13th Dec., 3 P.M.
MANILA	"LOONGSANG"	Saturday 16th Dec., 2 P.M.
SANDAKAN	"MAUSANG"	Friday 22nd Dec., Noon.
MANILA	"YUENSANG"	Saturday 23rd Dec., 2 P.M.

RETURN TOURS TO JAPAN,  
(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NANSANG" and "FOORSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagtsse Ports, Tsingtau, Weihaui, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Koda, Iahad, Datu, Simporna, Tawao, Seakan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage apply to JARLINE, MATHERSON & Co., LTD., GENERAL MANAGERS.

Hongkong, 12th December, 1911.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

LIGHTEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES FOR EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
SHINYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb. 1912

The Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 29th December, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ. The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 11th Feb., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
To VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	£23-0-0
To SAN FRANCISCO	£25-10-0
To CHICAGO	£43-0-0
To NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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## EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENT.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG-CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 20th Dec., 1911, at 9 A.M.

For Passage and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 27th Dec., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 12th Dec., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 9th Jan. at 11 A.M. 1912.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco:

From Manila

From Hongkong, Shanghai and Keelung

From Nagasaki, Moji, Kobe and Yokohama

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION:

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU Capt. T. Mura, 9,000 KAWACHI MARU Capt. H. Petersen, 7,000 KITA O MARU Capt. E. Cope, 9,300		WED'DAY, 20th Dec., at Daylight. FRIDAY, 22nd Dec. WED'DAY, 3rd Jan., at Daylight
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon, 7,000		SATURDAY, 30th Dec., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Noda, 7,000		TUESDAY, 2nd Jan., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000 KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 22nd Dec., at Noon. FRIDAY, 19th Jan., at Noon
SHANGHAI MOJI, & KOBE	WAKASA MARU Capt. N. Nishio, 7,000		WEDNESDAY, 20th Dec.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser, 9,000		THURSDAY 21st Dec., 11 a.m.
SHANGHAI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		WED'DAY, 20th December.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Taniwa, 6,000		TUESDAY 12th December.
AMERICA, &c.	AWA MARU Capt. T. Iizawa, 7,000		TUESDAY, 30th January, 1912.

## NEW LINE OF STEAMERS

BEETWEEN  
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TENSIN MARU," 4,000 tons, Capt. I. Noma, Saturday, Dec. 16th

## 1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	Tons	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moss	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
ETACHU	7,000	T. Yamaoka	May 8th.
MIYASAKI	9,000	T. Mura	May 22nd.

FOR SEATTLE.

STEAMER	Tons	CAPTAIN	From Hongkong
INABA MARU	7,000	S. Tominaga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SANUKI	7,000	T. Iizawa	April 24th.
AWA	7,000	S. Tominaga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

(1061-14-40)

## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave  HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due  (Brindisi 2 days earlier)	Due  PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	February 3	MANTUA .....	11000	March 2	March 8
HIMALAYA .....	7000	February 17	MACEDONIA .....	10500	March 16	March 22
DELHI .....	8000	March 2	MOREA .....	11000	March 30	April 5
INDIA .....	8000	March 16	Through Steamer		April 4	April 19
DEVANHA .....	8000	March 30	MOLDAYIA .....	11000	April 27	May 3
DELTA .....	8000	April 13	MALOJA .....	12500	May 11	May 17
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25	May 31
DELHI .....	8000	May 11	MALWA .....	11000	June 8	June 14



# U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

## SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION.)
STEAMERS	Tons
* MONGOLIA .....	27,000
* KOREA .....	18,000
* SIBERIA .....	18,000
* MANCHURIA .....	27,000
* MONGOLIA .....	27,000
* KOREA .....	18,000
* SIBERIA .....	18,000
* MANCHURIA .....	27,000

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 16th December, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points. Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 5th Jan., at 1 P.M.  
CHINA ..... 10,200 Tons ..... FRIDAY, 2nd Feb., at 1 P.M.  
PERSIA ..... 9,000 Tons ..... TUESDAY, 26th Mar., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th Jan., at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA First Class. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43. via New York £25.

HONGKONG TO SAN FRANCISCO Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

## REGULAR SERVICE FROM HONGKONG TO VANCOUVER, B.C.

## SEATTLE & PORTLAND (Or.)

VIA

## SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

For VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).

RYGJA	20th Dec. 1912	SUVERIC	14th Dec. 1912
SUVERIC	9th Jan.	KUMERIC	3rd Jan.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

## THE BANK LINE, LIMITED.

TELEPHONE No. 760. KING'S BUILDING, PRINCE CENTRAL.

## ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

### TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIG" ..... 3,000 tons ..... to be despatched End January, 1912.  
S.S. "KATANGA" ..... 5,600 tons ..... to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

## THE BANK LINE, LIMITED.

MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 23rd December

FROM COLOMBO: 10th January, 1912.

For Rates and Further Information, apply to—

## THE BANK LINE, LIMITED.

MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

### REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

### PROPOSED SAILINGS.

Next Departure. FROM CALCUTTA: End November.

For Rates of Freight and Further Particulars, apply to—

## THE BANK LINE, LIMITED.

MANAGING AGENTS.

Hongkong, 31st October, 1911.

[1075-17]

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

NAPLES, GENOA, ALGIERS, "ROON" Capt. H. REHM 15,900 {Wednesday, 13th Dec., at Noon.  
GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

SHANGHAI TSINGTAU KOBE "PRINZ LUDWIG" F. V. BINZER 18,300 {About Thursday 14th Dec.  
AND YOKOHAMA

MANILA, YAP, ANGAUR, SAMAR "PRINZ SIGISMUND" Capt. F. BRUNING 6,000 {Saturday, 30th Dec., at 10 A.M.  
RAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

KOBE and YOKOHAMA "PRINZ SIGISMUND" Capt. F. BRUNING 6,000 {About Tuesday, 12th Dec.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th November, 1911

## PASSENGER SEASON 1912.

## NORDDEUTSCHER LLOYD. BREMEN.

### TO EUROPE BY THE

### MAGNIFICENT FAST LINERS.

"GOEBEN" 17,000 tons ON FEBRUARY 6TH.

"DERFFLINGER" 17,300 " ON FEBRUARY 21ST.

"PRINZ BITEL FRIEDRICH" 16,000 " ON MARCH 5TH.

"YORCK" 17,000 " ON MARCH 20TH.

"PRINZESS ALICE" 20,300 " ON APRIL 2ND.

"LUETZOW" 17,300 " ON APRIL 17TH.

"KLEIST" 17,000 " ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to MELOHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911. [1087]

## PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO 4000 M. C. Smith Manila, Mangarin, Iloilo & Cebu Wedn'day, 20th 4 P.M.

RUBI 4000 S. Crosby Manila, Mangarin, Iloilo & Cebu Saturday 30th 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong 27th November, 1911. PHILIPPINES S.S. Co. [113]

## SWEDISH EAST ASIATIC CO., LTD.

### GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING

SHANGHAI, YOKOHAMA, "CANTON" 5,600 ... 2nd January.

KOBE & MOJI

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

461 YORK BUILDINGS TOP FLOOR

## CANADIAN PACIFIC RAILWAY CO.'S

### ROYAL MAIL STEAMSHIP LINE.

### "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong. From St. John N.B.

"MONTEAGLE" ..... Sat., 30th Dec. 1912

"EMPRESS OF INDIA" Sat., 27th Jan. "EMPRESS OF IRELAND" Fri., 23rd Feb.

"EMPRESS OF JAPAN" Sat., 24th Feb. "EMPRESS OF IRELAND" Fri., 22nd Mar.

"MONTEAGLE" ..... Sat., 29th Mar. "EMPRESS OF IRELAND" Fri., 19th Apr.

"EMPRESS OF INDIA" Sat., 20th Apr. "EMPRESS OF IRELAND" Fri., 17th May.

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's Colonial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ..... £43 ..... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" is the Intermediate Passenger only, at Intermediate rates affording superior accommodation for that class.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Praya opposite Blake Pier.

## "SHIRE" LINE LIMITED.

### PROJECTED HOMEWARD SAILINGS FROM HON.

### SUBJECT TO ALTERATION.

STEAMERS	DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP... "DENBIGHSHIRE" ...	On 10th Jan.
LONDON, AMSTERDAM & ANTWERP... "MONMOUTHSHIRE" ...	On 17th Jan.
LONDON & ANTWERP... "FEMBROKESHIRE" ...	On 31st Jan.

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 12th December, 1911.

[1415]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	1st Dec.	Saturday, 23rd Dec.
EMPIRE	15th Dec.	Sat'day, 6th Jan., 1912
ST. ALBANS	12th Jan. 1912	Saturday, 3rd Feb.
EASTERN	9th Feb.	Saturday, 2nd Mar.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & Co., AGENTS.

[1252]

## SAN FRANCISCO TOYO KISEN KAISHA

### TRANS-PACIFIC

### WESTERN PACIFIC

### DENVER AND RIO GRANDE

### TRANS-CONTINENTAL

### TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—23 Knots Speed.

S.S. TENYO MARU ..... 21,000 tons.

S.S. CHITO MARU ..... 21,000 tons.

S.S. SHINYO MARU ..... 21,000 tons.

S.S. NIPPON MARU ..... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing "World's happenings" by wireless.

## WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the group scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

### C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

[1317]

## JAVA-CHINA-JAPAN LIJN

### REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	—	JAPAN	First half of Dec.
TJIMANOEK	JAPAN	—	JAVA	First half of Dec.
TJIBODAS...	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJIMAH	JAVA	First half of Dec.	JAPAN	Second half of Dec.
TJILIWONG	JAVA	Second half of Dec.	JAPAN	First half of Jan.
TJIPANAS...	JAVA	First half of Jan.	JAVA	First half of Jan.
TJILATJAP.	JAVA	First half of Jan.	SHANGHAI	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

### JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 12th December, 1911.

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## THOS. COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENT, BANKERS, &C.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP Lines and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

CHINA OFFICE:—LUDGATE CIRCUS LONDON, E.C.



